GOVERNMENT OF MYSORE, STORES PURCHASE COMMITTEE, BANGALORE.

No. S. P. C. 11551-65, *dated* 13*th January* 1936.

To

The Firms dealing in Crude Oil Engines.

Enquiry No. 1683.

CRUDE OIL ENGINE.

DEAR SIR–GENTLEMEN,

Please be good enough to intimate your best prices and the earliest time of delivery for the materials described in the attached schedule, in the form printed below :—

It should be distinctly understood that the acceptance by us of your quotation will be subject to the following conditions :—

Withdrawal from the quoation after it is accepted or failure to make the supply within the specified time or according to specifications will entail cancellations of the order and purchases being made at your expense from other sources in addition to the levy of a penalty of 3 per cent of the value of the order as and by way of liquidated damages. In such an event, the Stores Purchase Committee reserve the right to remove your name from the list of approved firms.

The quotations should be superscribed "Quotations for Crude Oil Engine" with the above enquiry number.

This enquiry will be closed on the 30th January 1936.

Schedule.

Item No.	Description of material offered	Quantity	Price quoted F. O. R.	Time of delivery
	Crude Oil Engine, 15 B.H.P. Diesel Type, capable of starting from cold, vertical, two stroke with standard fly wheels, a driving pulley, cooling tanks and standard equipment .. .. The pulley should be of the correct size to give a speed between 230 and 250 revolutions per minute on a belt driven pulley 28" in diameter.	One	Chitaldrug Railway Station.	

No. S. P. C. 11519-50, *dated* 13*th January* 1936.

To

The Firms dealing in Pumping Sets.

Enquiry No. 1684.

ENGINE AND CENTRIFUGAL PUMP REQUIRED FOR NEW DAVANGERE WATER WORKS.

GENTLEMEN,

Please intimate your best prices and the earliest time of delivery for the Engine and Centrifugal Pump described in the enclosed specification.

The prices to be quoted should be for delivery, f.o.r., Harihar.

This enquiry will close on the 13th February 1936.

NEW DAVANGERE WATER WORKS.

SPECIFICATIONS FOR A NEW DIESEL OIL ENGINE AND A CENTRIFUGAL PUMP.

General.—The engine is to work a high lift centrifugal pump with a capacity of 25,000 gallons per hour against 500 ft. head and in addition a low lift pump with a capacity of about 30,000 gallons per hour against 60 ft. head. The high lift pump is to be driven by belt by the engine and the low lift pump which is to be located in a pit about 20 ft. below the floor level of the engine room is to be driven by the same engine through a countershaft. Hence the engine shuold have an extension of crank shaft on both sides, so that driving pulleys could be fixed on both sides, one to drive the high lift pump and another to drive the low lift pump through a countershaft. If this extension of shaft on both sides is not possible, any other equally good method of drive may be provided for.

The engine has to work at a place whose altitude is about 2,500 ft. above sea level. The minimum B.H.P. developed by the engine should be about 150 B.H.P. so that there may be sufficient reserve power in it left, after working the two pumps to be utilized for working the agitators of the filters.

I. ENGINE.

H.P.—The engine should develop a minimum of 150 H.P. and a maximum of 160 to 165 H.P. or thereabouts.

Speed.—It should be a slow speed one and on no account should the speed be more than 500 r.p.m. but it should be less.

Type.—The engine should be of high class, four cycle, heavy duty type, specially designed for continuous performance. The engine should preferably be vertical type with minimum number of cylinders and should be totally enclosed. It must be thoroughly reliable in working and should admit of easy access to all the moving parts. The cover plates, etc., should be capable of being easily removed without disturbing the other parts or the drive of the engine.

Fuel.—The engine should work on diesel or residual or any suitable non-asphaltic fuel oil and should at the same time be highly economical in fuel oil consumption. The efficiency should be as high as possible.

Valve gear and valves.—The operating mechanism of the valves should be simple in Construction and silent in movement. This mechanism should be perfect in its lubrication and should be free from frequent adjustments. The valves should be made from a special, high grade heat resisting steel, which permits of long life, freedom from pitting and longer length of time between grinding in periods.

Bearings.—The engine should be provided with suitable bearings to the crank shaft and crank pin and should consist of suitable alloy machined all over and lined with ample thickness of white metal or any other suitable metal and should be adjustable ensuring of cool working and long life to these parts.

Fly-wheel.—The fly-wheel should be of cast iron, disc type and perfectly and well balanced. It should be machined all over for accurate balance.

Crank-shaft.—The crank-shaft should be of high quality forged steel and of massive proportions. It should be exceptionally strong to stand the various stresses developed when under load. The crank shaft should have an extension on either side of the engine with necessary keyways to admit of driving pulleys being fixed on both sides of the engine for the necessary drives. Any other suitable method of drive may be provided for if this is not possible.

Cylinders.—The cylinders should be equipped with suitable liners accurately machined and finished by special process.

Engine frame.—The engine frame should be very strong and should admit the cylinder or cylinders being supported throughout their entire length thereby avoiding torsional strains.

Base plate.—The base plate should be of massive proportions, well ribbed inside so as to give rigidity and maintain the crank-shaft in perfectly true alignment. It should be strong to stand against any torsional and bending stresses. An oil channel is to be provided round the outside of the frame to collect any oil which might accumulate.

Governor.—Suitable and up-to-date Governor should be fitted up to the engine. It should be simple and highly sensitive with automatic adjustment. It should be free from frequent adjustment.

Fuel pump.—The engine should have a suitable fuel pump with perfect and most durable working parts. It should be free from frequent trouble and adjustment. The drive of the pump should be such that it ensures precise and permanent timings of the fuel injection.

Sprayer.—The sprayer should be simple in construction and easily detachable for cleaning. The construction should be such that it enables economical fuel consumption under all loads.

An oil cooler and filter may also be provided for in the engine if found necessary.

Starting.—The engine should be capable of being instantly started by means of compressed air. The starting operation should be simple, fool-proof and economical in the use of compressed air.

A suitable air compressor worked by the same engine, with provision to cut it out whenever necessary, and an air receiver of suitable size with all the necessary accessories should also be included.

Silencer.—Suitable silencers for the exhaust and air have also to be provided for.

Spares.—All the other accessories, such as oil tank with all its fittings and other spares, tools, foundation bolts, working drawings including that of the foundations that are usually supplied with the engine should be included.

A list of spares to be kept in extra for emergency may be given and quoted for separately.

II. PUMP.

Pump.—The centrifugal pump required should perform a duty of 25,000 gallons per hour against a total head of 500 ft. from all causes. It has to pump filtered and chlorinated water, the source being the river Tungabhadra.

Type.—The pump should consist of minimum number of stages and should preferably be of horizontally split casing type.

Casing.—The casing should be of hard close grained cast iron fitted with renewable bronze neck ring ensuring of long wear and avoiding the possibility of seizure at this point.

Impellers.—The impellers should be of true phospher bronze and should be of double entry type so as to entirely neutralise the hydraulic and thrust thereby making the pump self balanced. They should be carefully balanced to ensure smooth running.

An end thrust ball bearing may also have to be provided for as a precautionary measure to guard against any end thrust that may be produced due to surges and wear of impeller eyes and necks.

Wearing parts or brushes.—All wearing parts such as the impellers, guide vanes, neck rings, neck brushes and shaft sleeves should be renewable and should be of special mixtures of bronze best suited to each individual part.

Shaft.—The shaft should be of special steel (preferably stainless steel) of ample size, turned and ground to size. It should be provided with renewable phospher bronze sleeves at the wearing parts.

Gland.—The glands may be of bronze or gun metal and preferably split. Water seal arrangement should also be provided which incidentally may keep the glands cool.

Bearings.—The bearings may be either ball or roller bearing type or split ring-oiling type with C.I. split brushes lined with best quality white metal. The bearings in the latter case should have large surface so as to ensure cool running. Oil catching rings should also be provided for to prevent spurting of oil on the floor.

Bed plate.—The bed plate should be of a rigid substantial casting with machined surfaces for the feet of the pump and pulley pedestals.

Drive.—The pump, being a belt driven type, should be provided with fast and loose pulleys and belt striking gear mounted on suitable pedestals with ball or roller bearings or any other type of bearings suited for the purpose.

The pump should as usual be provided with foundation bolts, priming twindish and cock.

Speed.—The speed of the pump should not exceed 1,500 r.p.m. but may be less and its efficiency should be as high as possible.

Accessories.—The following accessories should be included in the quotation :—

1. Foot valve of the latest type,
2. Reflux valve,
3. Delivery valve with hand wheel,
4. Six-inch pressure gauge with feet head with a stop cock.

List of spares that are necessary to be kept in stock may be quoted for separately.

Necessary tools and working drawings and spare part lists, etc., should be supplied with the pump.

Both the engine and pump should be considered as one unit for the quotation and necessary pulley for the engine to drive the high lift pump may also be inculded in the quotation. The other pulley for driving the countershaft need not be included.

The quotation should be f.o.r., Harihar and the time of delivery will have to be invariably noted.

No. S. P. C. 11702-08, *dated* 10—13*th January* 1936.

To

The Firms dealing in Sprayers and Spare Parts.

Enquiry No. 1688.

SPRAYERS AND SPARE PARTS.

DEAR SIR-GENTLEMEN,

Please be good enough to intimate your best prices and the earliest time of delivery for the materials described in the attached schedule, in the form printed below.

It should be distinctly understood that the acceptance by us of your quotation will be subject to the following conditions :—

Withdrawal from the quotation after it is accepted or failure to make the supply within the specified time or according to specifications will entail cancellations of the order and purchases being made at your expense from other sources in addition to the levy of a penalty of 3 per cent of the value of the order as and by way of liquidated damages. In such an event, the Stores Purchase Committee reserve the right to remove your name from the list of approved firms.

The quotations should be superscribed "Quotations for Sprayers" with the above enquiry number.

This enquiry will be closed on the 27th January 1936.

Schedule.

Item No.	Description of material offered	Quantity	Price quoted F. O. R.	Time of delivery
			Bangalore.	
	Sprayers of one gallon capacity	50		
	Sprayers parts No. 58	100		
	Do 64	100		
	Do 120	25		
	Do 124	25		

No. S. P. C 11947-56, *dated* 13*th January* 1936.

To

The Firms dealing in Second-hand Steel Rails.

Enquiry No. 1689.

SECOND-HAND STEEL RAILS $41\frac{1}{4}$ LBS. SECTION.

GENTLEMEN,

I write to request you to quote your best prices and earliest time of delivery for the following matrials :—

(1) 1,200 lengths. Second-hand steel rails, $41\frac{1}{4}$ lbs. Section, 24 ft. long, dead straight and free from rust or other defects.

(2) 300 lengths. Do do 30 ft. do

The price should be for delivery, f.o.r., Bangalore.
This enquiry will close on the 25th January 1936.

Yours faithfully,
V. VEDAVYASACHARYA,
Secretary,
Stores Purchase Committee.

No. S. P. C. 11764, *dated* 9—10*th January* 1936.

NOTICE.

Enquiry No. 1676.

Sealed tenders will be received by the Secretary, Stores Purchase Committee, for the supply of Barley, Oats, Kulthi, Bran, Salt, etc., required for the Mysore Military Department during the year 1936-37 up to 5 P.M., on 31st January 1936.

Intending tenderers may, on application to the Secretary, Stores Purchase Committee, obtain the requisite tender forms on which tenders should be submitted. Applications should be accompanied by a cash remittance of Rs. 5 which is the price fixed for a set of forms and which is not refundable.

Cheques and postage stamps will not be accepted towards the cost of forms nor will the forms be sent by V. P. P.

By Order,
V. VEDAVYASACHARYA,
Secretary,
Stores Purchase Committee.

MYSORE HORTICULTURAL SOCIETY, LAL-BAGH, BANGALORE.

NOTICE.

The Horticultural Show will be held at Lal-Bagh on the 1st and 2nd February 1936.

The public will not be admitted into the Lal-Bagh from 2 P.M. on the 31st January 1936, to 6 A.M. on the 3rd February 1936, except on business connected with the Show.

ADMISSION FEES.

Saturday.—

Adults	Re. 1 each
Children and Students	As. 8 ,,

Sunday.—

Uniform rate	As. 4 each.

Indian and European Refreshments will be sold.
The Mysore Infantry Band will play on Saturday.
Schedule of Prizes, Entry Forms and further particulars may be had from the undersigned.

M. K. SITARAM CHETTY,
Honorary Secretary.

DISTRICT SURVEY OFFICE, KOLAR.

Notification No. R. R. dated 9*th January* 1936.

Applications are invited from candidates, who have passed S.S.L.C. examination and possess neat Kannada writing for the posts of Copyists in this office for about three months on pay Rs. 20 per mensem.

Applicants should submit their applications in the forms prescribed by Central Recruitment Board, with the certificates of examination and character, and also with specimen Kannada handwriting, so as to reach the undersigned on or before the 23rd instant.

R. RAMACHANDRA RAO,
District Survey Officer.